

CONSIDERATIONS

ON THE

IMPORTANT BENEFITS

TO BE DERIVED FROM THE

East India
EAST-INDIA COMPANY'S

B U I L D I N G

AND

NAVIGATING THEIR OWN SHIPS.

BY THE AUTHOR OF THE ESSAY ON THE
RIGHTS OF THE EAST-INDIA COMPANY.

L O N D O N.

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CONSIDERATIONS.

AMONG the evils by which the East-India Company have been greatly injured, there are none that have lain more deeply concealed, or, that are still, perhaps, more difficult to be eradicated, than those which have crept into the business of their shipping. They have worked like a worm into its body, and have preyed upon its vitals for so long a continuance, that the whole constitution seems to be affected by it; and they, still, retain so firm a hold, that there seems to be only one remedy left, by which a radical cure can ever be reasonably expected.

By the appointment of a Committee of Proprietors in 1772, when, by a series of the most gross mismanagement, the Company had been brought to the verge of bankruptcy, the mysterious transactions of the Directors, until that time, in a great

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measure,

measure, impenetrable to any but the Elect, were laid fully open to those of the Committee who were inclined to undertake the examination of such voluminous proceedings; and among other matters that occurred on that occasion, their report of the enormous expences that attended the business of their shipping, had attracted the particular attention of the Proprietors; and another Committee was appointed to consider, along with other matters, of proper regulations for the future management of that branch; the resolutions of which Committee, with the proceedings at the India House, on that occasion, have already been laid before the Public.

It happened indeed, unluckily, that the Chairman of the Company, at that time, was too deeply concerned in the shipping business, and no one knew better how to avail himself of his station. He was possessed of talents particularly well adapted to the governing principles, and politics of the times, at the India-House.---He could not, in his own name at least, engage in the profitable business of ship husbanding, whilst he continued in the Direction, as being expressly contrary to the letter of the 9th bye-law; but it could be no legal objection to his brother's being a principal dealer in that branch; and although it had been also provided by the same law, "*That no ship should be hired, or freighted by the Directors,*

Directors, in which any Director was directly or indirectly concerned," he had interest, and address sufficient, to persuade his brethren in the Direction, that being *Rope-maker General* to all the Blackwall Indiamen, which were by much the greater part of the Company's shipping, ought not to be considered as within the letter or spirit of that law. And however insignificant such a business might appear, he contrived by his dexterity, and good management in it, to amass as much wealth as many reputed Nabobs, but without the least tincture of their dissipating spirit; for he lived poor, and died rich.

From his intimate connection with a numerous shipping party, which had been firmly cemented by mutual interest, with but a scanty portion of knowledge in other matters, and a liberal one of left-handed wisdom, he had acquired a considerable influence in the Direction; and contrived, by his management, to frustrate the honest endeavours of the Committee and disinterested Proprietors, to establish proper regulations for the shipping department; and, although he quitted this stage soon after, the same influence has hitherto prevented the Directors from bringing forward any regulations for that purpose, notwithstanding it had been referred to them by a General Court in 1774, now almost four years since, with a particular requisition of laying them be-

fore the Proprietors for their approbation, as soon as it could be done *conveniently*.

It happens fortunately for the Company, that a majority of the Gentlemen at present in the Direction, have, at last, taken up this business on the most proper grounds, that of building and navigating their own ships; by which means only the numerous evils which have been suffered to spread through all the various branches of this department can ever be effectually eradicated; and have accordingly come to a resolution not to admit any new ship to be built for the Company's service until after the 3d of July next; before which time, it was declared from the Chair, at the last Quarterly Court, that it was intended to lay their whole proceedings in this business before a General Court.

There can be no doubt of the strongest opposition to a reformation of this nature, from a party who have long been in the possession of immense profits, extorted, in a great measure from the Company, by the most flagrant combination of the ship husbands; but when this business comes to be fairly examined into by the Proprietors, there can be no doubt of its meeting the highest approbation; nor will it probably be in the power of the shipping party, which at that time was very formidable, but since much diminished by an increase of the qualification necessary to a voting Proprietor;

prietor; and the effectual bar laid by Parliament against the surreptitious ones, to prevent its being effectually carried into execution.

Upon a proper investigation of this business, it will appear, perhaps, of as much importance as any that ever came under the consideration of a General Court; it may, therefore, be extremely proper to lay a fair state of the matter before the Proprietors for their previous examination; and as it has happened to me to be appointed one of the Committee to consider, amongst other matters, of proper regulations for the Company's shipping, and that I had endeavoured to obtain the clearest information relative to this business, from a laborious inspection of the accounts of the Company, and an examination of the proper officers, I shall beg leave to lay such as had occurred upon that occasion, before the Proprietors and the Public; from which, I should imagine, the immense profits that must result to the Company from building and navigating their ships, will appear too evident to be contradicted by the most unblushing ship-husband. I shall appeal to the records of the Company for facts, and to plain figures for consequential proofs of the extraordinary profits to be derived from this measure.

There are many Proprietors, and possibly some of the Directors, who have not taken the trouble of examining minutely into the
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vast expences paid by the Company for freight and demorage; and as an authentic proof of these articles, amongst others, has been annexed to the report of the Committee appointed to examine into the state of their affairs in 1772, I shall refer to that account as an undeniable evidence of this matter, which stands for that and five years antecedent, as follows :

The expences of freight and			£.
demorage in 1767	-	-	631,568
1768	-	-	522,804
1769	-	-	469,201
1770	-	-	568,774
1771	-	-	493,237
1772	-	-	550,000

Total £.3,235,554

Which on average of six years, is
£.539,259 *per annum*.

The quantity of investments brought home for the Company during that period is stated at 90,000 tons, which, on average, is 15,000 ton *per annum*; and the average price paid by the Company for the several goods, on account of freight and demorage, during these six years, was £.35 12s. 2d. $\frac{1}{2}$ per ton.

As I am not inclined to withhold any information that can possibly help towards elucidating so important a subject, it may be proper to take notice of a pamphlet, published in 1775, entitled, *Observations*

on the East-India Shipping, wherein this point is stated in a different manner.

The author says, the expences paid by the Company on account of freight and demorage, from 1767 to 1773, both years inclusive, amounted to £.3,470,605, the average of which is £.495,801 *per annum* nearly; which makes a difference between this and the foregoing account of £.43,458 *per annum*, in these articles.

He has stated the quantity of goods imported on account of the Company at 104,987 tons, in these seven years, which comes to 14,998 tons *per annum*, and makes a difference of two tons *per annum* only.

He states the price paid, on average, for freight and demorage, at £.33 1s. 1d. $\frac{1}{2}$, which makes a difference of £.2 11s. 1d. per ton; a very material one, indeed, on 90,000 tons. But as this author has stated the expences of the Company for freight and demorage in the gross, for seven years, at £.3,470,605; and the Committee of 24 Proprietors, after a scrupulous examination, have stated the same expences annually, for the first six of the same years, at £.3,235,554, it leaves but £.235,051 on account of the same expences in 1773, which makes a difference of £.304,208, in the expences on this head, for that year, and will account for the difference of £.2 11s. 1d. per ton for freight and demorage, on the whole quantity imported by the Company.

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The reputed author of this pamphlet is supposed, from his station, to have the full inspection of all the Company's accounts; but with the greatest deference to his accuracy and veracity, I cannot help considering the authority before cited, to be almost of equal weight with his, in this point.

As the expences that have been paid by the Company for freight and demorage are very evident, the next point to be considered is the price at which the same quantity of goods might have been brought home in ships of their own, navigated by themselves; and in order to do this more effectually, with respect both to profit and safety, I should propose their having but two classes of shipping; the one of 1,100 tons builder's measure, for the investments from China, Bencoolen, and Bombay; the other of 600 tons, or thereabout, for Coast and Bay.

Upon a fair estimate of the expences at which a ship of each of these sizes may be built and navigated, it will appear pretty evidently at what price per ton for freight the Company may import their goods from India; and for this purpose I shall state an account current for six voyages, for each, at the highest prices that have been paid for every article; or, perhaps, even charged by the most extravagant ship-husband to the owners. I say six voyages, on a presumption that the Company will have no more ships

ships than may be found sufficient for their purpose, and can have no kind of doubt that ships, under such circumstances, will make six voyages to India with as much safety as they now make four, and nearly in as short a time as they have done heretofore, when their number amounted to eighty-eight, and one half of them lay in the wet docks, with their timbers, rigging, and stores, perishing, to the great injury of the Public as well as of the Company; nor would so many of the other half have often been employed were it not for the prevailing influence of particular Directors, or ship-husbands, who sent them to India to come home half freighted for the Company, and at immoderate prices; yet often fully laden for purposes ruinous to their sales.

It must be premised, that the following accounts are stated at the current prices usually paid in times of peace, which was the case during the six years for which the expences of the Company for freight and demorage have been already laid down; I shall, however, to avoid cavils, state the first cost, and all expences relative to the outfit and disburse of a ship of 1,100 tons builder's measure at £.26,000, with 140 seamen to man her, at £.1 6s. for each per month for 18 months, with £.15 per month for Commander and Mates.

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Dr.

Dr.		Account Current.		Cr.			
A ship of 1,100 tons, builder's measure.							
	£.	s.	d.				
1 st Outset and cash to disburse	26,000	0	0	By freight of 1,450 tons, at 18l. per ton	26,100	0	0
To insurance for 18 months at 7l. 7s. }	1,911	0	0	By balance	9,176	6	6
per cent.							
To interest on 27,911l. ditto at 5l. ditto	2,095	6	6				
To wages of seamen, &c. ditto	3,470	0	0				
To expenses in India, &c.	1,800	0	0				
	£.35,276	6	6				
2 ^d Outset. To balance	9,176	6	6	By freight			
And cash to disburse	7,000	0	0				
To interest on 16,176l. at 7l. 7s. per cent. }	1,189	0	0				
To interest on 17,365l. 18 months, } at 5 per cent.	1,302	7	6				
To wages of seamen	3,470	0	0				
To expenses &c.	1,800	0	0				
To balance	3,262	6	6				
	£.26,100	0	0				

Dr.

3d Outfit. To disburse

	£.	s.	d.
To insure on 6,737l. 14s. at 7l. 7s. } per cent.	10,000	0	0
To interest on 7,261l. 5s. at 5 per cent. for 18 months	523	11	0
To wages of seamen	544	11	6
To expenses, &c.	3,470	0	0
To balance	1,800	0	0
	13,023	17	6
	£.29,362	0	0

Account Current.

Cr.

	£.	s.	d.
By balance on 2d voyage	3,262	0	0
By freight	26,100	0	0
	£.29,362	0	0

(11)

4th Outfit and disburse

	£.	s.	d.
To wages of seamen	7,000	0	0
To expenses, &c.	3,470	0	0
To balance	1,800	0	0
	26,853	17	6
	£.39,123	17	6

By balance of 3d voyage

	£.	s.	d.
By freight	13,023	17	6
	26,100	0	0
	£.39,123	17	6

Dr.	Account Current.	Cr.
	£. s. d.	£. s. d.
5th Outfit and disburse	—	—
To wages of seamen	—	—
To expenses, &c.	—	—
To balance	—	—
	£.52,953 17 6	£.52,953 17 6

(12)

6th Outfit and disburse	—	—
To wages	—	—
To expenses	—	—
To balance	—	—
	£.66,783 17 6	£.66,783 17 6

It appears very evidently by this account, that this ship, at the rate of £.18 per ton for freight will not only discharge the cost of building, outset, insurance, interest, and all other expences incurred, at the end of her fourth voyage, but will also produce a clear balance of £.26,853 17s. 6d. which is more than sufficient to pay for the building and outset of a new ship, and at the end of her sixth voyage will leave a profit, on balance of the whole, to the amount of £.54,313 17s. 6d. which is more than will be required for the payment of two new ships of the same size, and the expences of their first outset and disburse.

At the average price paid by the Company for freight, which appears to have been £.35 12s. 2d. $\frac{1}{2}$ per ton, the freight of this ship in one voyage would have amounted to £51,621 10s. which is £.16,345 more than the first cost, and all expences; and even at £.33 1s. 1d. $\frac{1}{2}$ per ton, the average price stated by the author of Observations on the East-India Shipping, it would have amounted to £.47,928, which is £.12,652 more than the whole charge.

The immense difference between the price of freight charged in the foregoing account, and that which appears to have been paid by the Company, will hardly, perhaps, be credited by those who will not take the trouble of examining into the matter;

ter; but the fact is too stubborn to bend to any man's arbitrary representation.

Nothing can be less entertaining to a reader than dry calculations, yet they are essentially necessary to the investigation of a business of this nature; and as it is proposed that two classes of shipping only shall be employed, in future, by the Company, the stating an account current for a ship of 600 tons, builder's measure, for Coast and Bay, becomes unavoidable; the first cost of which, and cash to disburse on outset, cannot well be estimated at more than £.16,000, nor can more than 80 seamen, with proper officers, be necessary to navigate so small a vessel.

Dr.

Dr.

A ship of 600 tons, builder's measure.

	£.	s.	d.
1st Outfit, and cash to disburse	16,000	0	0
To insurance at 7l. 7s. per cent.	1,176	0	0
Interest on 17,176l. for 18 months, } at 5 per cent.	1,288	4	0
Wages of seamen for 18 months	2,182	0	0
Expences in India, &c.	1,200	0	0
	<u>£.21,846</u>	4	0

Account current.

	£.	s.	d.
By freight of 700 tons, at 20l. per ton	14,000	0	0
By balance	7,846	4	0
	<u>£.21,846</u>	4	0

(15)

2d Outfit. To balance

And cash to disburse	7,846	4	0
To insurance on 12,846l. at 7l. 7s. } per cent.	5,000	0	0
To interest on 13,790l. at 5l. per } cent. for 18 months	944	4	0
To wages of seamen	1,034	5	0
To expences, &c.	2,182	0	0
	1,200	0	0
	<u>£.18,206</u>	13	0

By freight

By balance	14,000	0	0
	4,206	13	0
	<u>£.18,206</u>	13	0

Dr.		Account current.		Cr.
		By freight	By balance	
3d Outset.	To balance	—	—	£. s. d.
And disburse	—	—	—	4,206 13 0
To insure on 11,206l. 13s. at 7l. 7s. } per cent.	—	—	—	7,000 0 0
To interest on 12,015l. 10s. for 18 } months, at 5 per cent.	—	—	—	808 17 0
To wages of seamen	—	—	—	901 3 0
To expenses, &c.	—	—	—	2,182 0 0
				1,200 0 0
				£.16,298 13 0
4th Outset.	To balance	—	—	2,298 13 0
And to disburse	—	—	—	5,000 0 0
To insure on 7,298l. 13s. at 7l. 7s. } per cent.	—	—	—	535 11 0
To interest on 7,834l. 4s. at 5l. per } cent. for 18 months	—	—	—	587 11 0
To wages of seamen	—	—	—	2,182 0 0
To expenses, &c.	—	—	—	1,200 0 0
To balance	—	—	—	2,196 5 0
				£.14,000 0 0

Dr.		£.	s.	d.	Account current.	£.	s.	d.	Cr.
5th Outfit.	To balance	—	—	—	By freight	—	—	—	
	And to disburse	—	—	—					
	To insure on 4,803l. at 7l. 7s. per cent.	2,196	5	0					
	To interest on 4,803l. at 7l. 7s. per cent.	4,803	15	0					
	To interest on 5,156l. 16s. at 5 per cent.	353	0	0					
		486	15	0					
	To wages of seamen	2,182	0	0					
	To expenses, &c.	1,200	0	0					
	To balance	2,778	5	0					
		£.14,000	0	0					£.14,000 0 0
6th Outfit.	To balance	2,778	5	0	By freight	—	—	—	
	And to disburse	2,221	15	0	By sale of ships and stores	—	—	—	
	To interest on 2,221l. 15s. at 7l. 7s. per cent.	159	0	0					
	To interest on 2,380l. 15s. at 5 per cent.	178	0	0					
	To wages of seamen	2,182	0	0					
	To expenses, &c.	1,200	0	0					
	To balance	7,281	0	0					
		£.16,000	0	0					£.16,000 0 0

This small ship, at £20. per ton for freight, leaves a balance of £.7,281 towards building a new one; but the ship of 1,100 tons having a balance of £.54,513 remaining, there will be a sufficient sum in hand to pay for the building and outfit of one large ship and two small ones; and it is to be observed, that the second sett of ships thus sent out, without the expence of insurance or interest, will continue to bring home the several investments from India at £.15 per ton for freight; and always leave a sufficient balance to pay for others to replace them.

From the foregoing accounts, it appears evidently, that the Company, in the first instance, may bring home 9,500 tons of goods from China, Bencoolen, and Bombay, for £.171,000---and 5,500 tons from Coast and Bay, £.110,000---in the whole, £.281,000; which is £.258,259 *per annum* less than they paid on average of six years, to 1772. And by all the succeeding ships having the first cost and outfit discharged by the balance profit arriving from the first sett, they will continue to bring home the whole of the investments at £.15 per ton, which will then be a further saving of £.56,000 in the whole, to the amount of £.314,259 *per annum*, which is considerably more than the present dividend paid to the Proprietors, and this without any risque, and with a very trifling advance in
cash

cash from the Company, for which even there is an allowance of 5 *per cent.* interest.

I am not quite so unreasonable as to expect that the ship-husbands, or any of that party, will ever admit, that a ship of 1,100 tons, builder's measure, can possibly bring home 1,450 tons of goods from China or Bencoolen, or that a ship of 600 can bring home 700 tons from Coast and Bay. I have had too much experience of the very convenient faculties of those Gentlemen; of contradicting flatly any assertion or proposition relative to the shipping business that does not coincide with their purposes; and as they have repeatedly insisted, that no ship can possibly carry goods to the amount of her builder's measure from Coast and Bay, or even from China, unless loaded with goods the most convenient for stowage, I shall take the liberty of stating a few instances, out of many ships on the Company's books, that have carried goods to a greater amount considerably than their builder's measure, besides the goods allowed to the officers for private trade; how much more for other purposes, I shall not pretend to determine.

	Builder's measure.	Tons net for the Comp.
In 1771 The Prince	864 tons	- 917 from China.
1773 Royal Henry	804 ditto	- 869 ditto.
1775 York - -	758 ditto	- 807 ditto Bencoolen.
1776 Osterly - -	758 ditto	- 802 from China.
1777 Royal Henry	804 ditto	- 860 ditto.
1778 D. of Grafton	804 ditto	- 1001 ditto.

And to these might be added a list of many more; the quantity of tonage carried out by the York, a ship of 758 tons, which sailed from the Thames with 1071 tons on board, is too strong and recent an instance, however, to be omitted; but it is still necessary to state a more particular account of the Nassau, a small vessel of 531 tons, builder's measure, which in 1733 brought home the following investments from Bengal for the Company:

	tons.	qrs.
Piece goods	277	$\frac{1}{4}$
Raw silk	58	$\frac{1}{4}$
Cotton yarn	9	$\frac{1}{4}$
Shellack	4	$\frac{1}{4}$
Sticklack	6	$\frac{1}{4}$
Turmerick	8	$\frac{1}{4}$
Cowries	15	$\frac{3}{4}$
Redwood	27	$\frac{3}{4}$
Saltpetre	128	$\frac{1}{4}$

537 $\frac{1}{4}$ tons,

Besides 80 tons of private trade; in the whole, 617 $\frac{1}{4}$ tons, and 96 men.

The same ship, in 1737, brought home the following goods from Coast and Bay:

	tons.	qrs.
Piece goods	356	
Pepper	48	
Redwood	28	$\frac{1}{4}$
Saltpetre	122	$\frac{3}{4}$

555 tons,

Besides

Besides private trade and extra water, with other provisions for 20 men more than will be admitted at this time to be her proportion.

It is also to be remarked of this little ship, that she carried 78 tons of bale goods more than her proportional quantity, which are the most disadvantageous goods for stowage; and had 43 tons of saltpetre, and 27 tons of pepper less than her proportion, which are the most advantageous. And as it is admitted that a larger ship can carry more in proportion than the difference of tonnage, it is hoped no future assertion of that party will have any weight with the Directors, or Proprietors, in this point at least.

The superior advantages of large ships, in preference to small, for bringing home the China and Bencoolen investments, might have appeared pretty evidently from the tender made to the Directors of the Royal Captain, the Prime, and the Princess Royal, to bring the Company's goods from China at £.21 per ton, for as much as they could conveniently carry, which was absolutely refused.

Sir George Colebrooke was at that time Chairman of the Company, and Mr. Sullivan was Deputy; their influence was, unluckily too prevalent in the Direction to admit demonstration even to have any weight. But they acted like the unjust Steward, and made unto themselves friends of the Mammon

mon of unrighteousness. They sent out eleven ships to bring home 4,609 tons, which might have been conveniently carried by five; and they obliged the Company to pay £.155,631. 13s. for what they were offered at £.96,789. which was not only a loss of £.58,842 13s. on that quantity, but also of the fairest opportunity of reducing the exorbitant price of freight, and demonstrating the superior advantages of large ships for that trade. But an acquisition of the friendship of eleven ship's husbands, at the expence of £.58,842 13s. only to the Company, might have been considered by those Gentlemen *dog-cheap*; though some Proprietors may be so ignorant, as to think the whole pack not worth half the money; and the suffering large ships to prove how much they could conveniently carry, would have been extremely injurious to their friends at Blackwall, where no large ship could be built. One of these Gentlemen has got, once more, into the Direction, and it is to be hoped he will not endeavour to prevent the Company from building and navigating their own ships, in return for the extraordinary interest lately exerted in his favour by that Corporation.

It is difficult, upon just and honest principles, to account for the behaviour of those ship-husbands, who have endeavoured to get their ships chartered at two thirds of their builder's tonnage; they are paid by
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the ton for the goods they bring home for the Company; and one who is not in the secret, might reasonably be of opinion, that, in justice to themselves and their owners, they should endeavour to get their ships as fully loaded as they could safely carry. The space unoccupied by the Company's goods is generally at the disposal of the Commander of the ship; and the records of the Exchequer bear ample testimony of the use often made of it; and the ship-busbands who join in leaving so much room unoccupied for the owners, give also great room to others to imagine them concerned in the purposes to which it is to be applied.

It is still more difficult to account for the behaviour of some Gentlemen, who are entrusted with the property of the Company, and paid for their care and attention in the management of it, and who are thoroughly acquainted with the evil consequences that have attended the not loading the ships with a proper quantity of goods on the Company's account, both with respect to their sales, and the injury of the public revenue, yet endeavour, by mis-stating and perverting plain facts, to persuade the Proprietors, that the ships are not capable of carrying even to the amount of their builder's tonnage, and prevail on them to continue the same ruinous measures.

A very flagrant instance of this has been lately given in the pamphlet already mentioned

tioned, entitled, Observations on East-India Shipping. It is published without a name, and generally admitted, and said to be acknowledged by a Gentleman who was formerly a Commander of an Indiaman, but at present a Director, who must be allowed to have had a great deal of *practical experience* in his former occupation, and to be perfectly well acquainted with the most *advantageous method* of stowing an India ship; and is deemed to have made as *proper use of his knowledge, in this particular*, as any of his former brethren. But as he was in the Direction when he published this pamphlet, and consequently paid by the Proprietors for his attention to their concerns, he may perhaps be imagined to have written somewhat partially in their favour; yet he has so effectually avoided any grounds of imputation of this nature, that the shipping party, particularly those of Blackwall, consider his authority as their sheet-anchor; nor can it be called ingratitude to his constituents, as he is probably indebted to them for his seat in the Direction.

I have already shewn where this author has mistaken, or mis-stated the prices paid by the Company for freight and demorage from 1767 to 1773; and the next particular I shall take notice of is, an egregious fallacy in stating the quantity of tonnage that can be carried by the Company's ships, which he estimates, p. 57. "for a ship
of

“ of 880 tons burthen to be 900 tons net;
 “ and a ship of 720 tons burthen to be 680
 “ tons net, provided the cargoes consist only
 “ of common boheas and singlo teas, a little
 “ China ware excepted; and from Ben-
 “ coolen, the large ship is computed to bring
 “ home 860 tons, and the small ship 700
 “ tons of pepper.”

Without remarking on the evident inconsistency of a large ship carrying a greater quantity of goods from China than from Bencoolen, and a small ship carrying a greater quantity of goods from Bencoolen than from China, I shall very fairly admit, if any one of these estimates is founded on truth, or any one of the cargoes stated, be the full, or near the full quantity that a ship of either size can carry safely from either place, that the whole of the estimates I have laid down must necessarily fall to the ground.

There is one point as essentially necessary to an author in treating of this subject as *practical experience* in shipping, that is, attention to plain matter of fact. I have already mentioned several ships that have brought home considerably more than their tonnage, both from China and Bencoolen, and might have produced many others; there is hardly a year that does not furnish some instance of the kind. He had full opportunity, as a Director, of examining into the account of every ship's

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cargo;

cargo ; he shews evidently he has examined into several of them, but a true statement would not answer his purpose. He seems to have felt by anticipation the powerful effect of some facts, that must inevitably destroy the whole system he has so laboriously endeavoured to establish ; which he has attempted to prevent by a flagrant misstatement, or rather a kind of Jesuitical evasion.

He says, p. 27 and 28,—“ Many Gentle-
 “ men are possessed with the belief, that
 “ the ships will bring the builder’s ton-
 “ nage, exclusive of kintlege, from all the
 “ three Presidencies. This I do at no rate
 “ allow will be the case from any one of
 “ them, and I found my opinion on the
 “ *practical experience* of the past, as well as
 “ the present times. The ships from Ben-
 “ gal formerly came nearer the builder’s
 “ tonnage in the quantity laden on board,
 “ than from either of the two coasts ; but
 “ even the Nassau, a ship that came loaded
 “ from thence in the year 1733, had not the
 “ builder’s tonnage in *saltpetre, bale, and*
 “ *chest goods by 20 tons* ; therefore, unless
 “ those goods shot loose in the wings in
 “ places where bale packages could not be
 “ put are reckoned into the account, that
 “ ship did not fairly bring the builder’s
 “ measurement, &c.”

I have already mentioned the particular articles and quantity of each species of goods brought

brought home by this ship in 1733, and also in 1737, of which I have no doubt of his being as thoroughly informed as I am; and also of her carrying 78 tons of bale goods more, and 43 tons of saltpetre less than her proportional quantity, according to his own statement of the goods to be brought from Bengal and Madrafs, in order to make the most compleat cargoes for stowage, p. 56.

He has given another instance of the same actuating principle, p. 79, by stating the cargo of the York, a ship 758 tons, builder's measure, at 808 tons real measurement, and insists on her carrying out in 1775, under the Company's tonnage, 829 tons only, of which 92 tons were kintlege, and 737 tons consisted of goods and passengers, so that she exceeded the builder's tonnage in the quantity of goods, &c. on the Company's account, 21 tons only.

The whole of this passage is curious enough, and worthy of the author; he first adds 50 tons to her builder's measure, and then works laboriously through several pages to reduce what was then called an unwarrantable quantity, when it suited the shipping party, who cried out, that she had got such a cargo, as must in all probability sink her; or if not, that the soldiers and sailors must be absolutely destroyed for want of room to breathe in; but they happened luckily to be mistaken in each assertion; for she carried the whole with great safety,

and what was still more confounding, without one person's dying, or even being sick, in her voyage.

I am not in possession of the same damning proofs of this ship's cargo as of that of the Nassau; either of which, however, must be sufficient to confound all the false principles he has laboured to establish by his pamphlet; I shall therefore rest this point on the testimony of Sir Richard Hotham, who is husband of the York, and declares that she carried 1071 tons; whose knowledge of that fact must be superior, and whose veracity is, undoubtedly, as much to be depended on as this author's.

After shewing how little dependence is to be placed on the assertions of this author, he may think it very extraordinary that I should produce him as an evidence to prove, that a ship of 1,100 tons, builder's measure, which I have estimated to bring 1,450 tons of goods from China, may carry considerably more; yet, however unwillingly he may give his testimony, I shall take the liberty of calling him for the purpose. He says, p. 24.---That 60 tons will be gained by a ship of 880 tons against a ship of 720 tons, more than the proportional difference of size between them. Therefore, as it is a fact incontrovertible, that the Grafton, a ship of 804 tons, builder's measure, has carried 1001 tons of goods for the Company, from Bencoolen; and it is admitted by

by this author, that a difference of 160 tons in size, (which is the difference between a ship of 720 and one of 880 tons) gives 60 tons in favour of the larger ship on account of that difference, besides the proportional difference of their tonnage, it follows, that a ship of 1,100 tons, builder's measure, gains 111 tons on a ship of 804 tons, on account of 296 tons, the difference between their measures, besides the proportional difference, which is 283 tons; and consequently, that a ship of 1,100 tons will carry 1,494 tons of net goods from Bencoolen. But as this author also declares, p. 57. that a ship of 880 tons can carry 40 tons more from China than from Bencoolen, and as it appears that the *Grafton* of 804 tons has brought 1,001 tons from Bencoolen, it follows, proportionally, that a ship of 1,100 tons can carry 50 tons more from China than from Bencoolen; consequently, that she can bring 1,540 tons of goods from China.

Notwithstanding this author's being so strong an evidence in my favour, I have too great a regard to truth to conceal his having mistaken or mis-stated the facts upon which the foregoing calculation is founded. He says a ship of 720 tons can carry 680 tons only from China. But it appears from the Company's books, that the *Royal Captain* of 676 tons, brought home 697 tons net goods for the Company, in 1773;---the *Cruttenden* of 663 tons, 674 tons, in 1765; the

the Glatton of 663 tons, 700 tons, in 1770; and the British King of 663 tons, 717 tons, in 1765;---all from China, besides the private trade. Is this author really so ignorant, with all his boasted *practical experience*, as not to know of any of those facts, or did he choose to wink at them?

It happens, unluckily for him and his clients, that he has destroyed this favourite offspring of his brain by a few unlucky strokes of his pen; but it is to be hoped his friends will never consider it in any other light than chance medley; for it must appear very plainly through the rest of his pamphlet, that he has laboured hard to favour the shipping party, and particularly those of the smaller ships belonging to Blackwall. Nor is it quite impossible, that his declaring a ship of 720 tons cannot carry more than 680 tons from China might have been designed as a favour to his former brethren, the Commanders, whom he knows to have paid very extravagant prices for their ships; and therefore, perhaps, thinks they ought to be allowed *sufficient room* to reimburse themselves.

It must be very disagreeable to any one who endeavours to come at truth, to find a heap of fallacies industriously piled up, in order to obstruct the passage. It would be a tiresome business to be obliged to remove the whole heap at once; nor have I leisure even, at present, for a business of the kind; but it is hoped, that such a
sufficient

sufficient quantity of it is removed, on this occasion, as to admit any one who means to pursue the same road to a clear view of that side on which it lies.

I have made no estimate in the foregoing accounts relative to demorage, which has hitherto been an article of considerable expence to the Company, and which has arisen chiefly from the wilful delay of the officers, in order to have the longer time for the disposal of their clandestine cargoes, which is one of the evils proposed to be remedied by the Company's navigating their own ships. It must be admitted, that some expence is to be expected on this account from unavoidable accidents; but I must declare my inability of stating it with any degree of precision.

The prevention of the pernicious trade of smuggling, so generally practised by the Commanders of the Company's ships, can never be attained whilst the ships-husbands continue to have the nomination of them, nor can it reasonably be hoped for, even whilst they are suffered to purchase their stations at exorbitant prices; from which it must be a sufficient evidence (if there were no other proof than the payment of such sums for what can hardly be deemed worth one fourth by fair dealings) of the purposes for which it is given. The Directors will then, certainly, have it in their power to put an effectual bar to such proceedings, by having
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the absolute appointment of all the ships officers, and laying them under an irreversible penalty of dismissal from the Company's service on the breach of it; so that by an absolute prohibition of any kind of trade from India, and a proper increase of their outward-bound trade, with admission of returning the produce of it from India, and a suitable recompence for the trade hitherto allowed from thence, they will find their situation, upon the whole, probably, much better. The sales of the Company must increase in proportion to the decrease of their clandestine trade, and the public revenue will be benefitted in proportion to the increase of the sales at the India-House.

By the proposed scheme of the Company's building and navigating their own ships, it can hardly be imagined to intend, that they should really become ship-builders themselves, especially in England; but that they should contract for their building in the same manner the ship-husbands do at present, under the inspection of the proper officers; nor is it intended by any means, that any ship already built, or now building, by permission of the Company, should be laid aside until the usual term be compleated; but that by the time each ship shall be worn out, another may be ready to replace her; so that a few new ships only will be necessary to be provided at a time, though the sooner they are prepared for, and the longer
a time

time they are building, the more serviceable they will be found. Neither will there be any considerable fund necessary for the purpose, as it appears very evidently, that a large ship, according to the usual prices that have been paid by the Company for freight, will amply repay the first cost, and all expences of her voyage, with insurance and interest, by the return of her first cargo; and by the return of the second cargo, she will have produced a sufficient profit to pay for a second new ship, and her first outfit; so that by the profits saved on thirty to forty cargoes, all the shipping that can be necessary for the Company's use, will, in fact, be paid for; and after compleating that business, all the subsequent cargoes will be brought home at £.15 per ton for freight, and all future ships provided without any additional expence.

Abstracted from the immense profits very evidently to be derived from the scheme proposed, it must be attended with a further benefit of equal importance, and as highly deserving the serious attention of the Company; that is, the safety which it must afford to their settlements in India, and also to their trade. The large ships intended for the China and Bencoolen cargoes should be originally constructed in such a manner, as to be readily converted into ships of force; and by having guns proper for them, at the different settlements, with additional

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seamen

seamen to be put on board upon any emergency, they will be found equal, if not superior, to any ships that may be likely to attack them in that quarter; for it is certain, the principal naval force that has ever been employed against the Company, consisted of large trading ships converted into men of war; and the greatest injuries ever sustained by the Company have proceeded from these. The fleet under La Bourdonnois, in the former war, which did the Company so much injury, and would have ruined them absolutely, were it not for the dissensions that arose between him and the Governor of Pondicherry, consisted almost entirely of such. And in the last war, most of the ships employed by the French in India were of the same kind. They had been always prepared at Pondicherry for assisting in any business of this nature; and since the destruction of that settlement, the French have laboured with unremitting industry to put the Island of Mauritius into a proper state for effecting the like purposes.

If a fleet of any considerable force should be sent from France to India, it must necessarily alarm our Government, and oblige them to send a sufficient force immediately after them; but the principal danger to be apprehended by the Company is from some sudden and unexpected attempt, which, without extraordinary penetration, may very plainly be perceived to be the intent of the French,

French, by the number of troops they are constantly sending to the Island of Mauritius, which, certainly, are not intended merely for its defence; and from whence, it is very evident, they meditate something of the kind, and wait only for a favourable opportunity of carrying it properly into execution. What they could never have attained by force, they have often effected by insidiousness and art; and it may be expected they will watch every advantage, and exert every power to finish in the East, what they have so successfully begun in the West.

There are generally some of the King's ships stationed in India, and the trade of the Company will always require their having a good many large ships there to take in their returning cargoes. Some of these, upon any appearance of danger, might soon be armed and fitted out to join them, which must assist greatly in defending their settlements and trade, or annoying their enemies; and a knowledge of the Company's having such a resource within their reach, will, perhaps, be the surest means of preventing the French, or any other power in India, from any hostile attempts against them.

A war may suddenly break out in Europe, when it may not consist with the public safety to send convoys with the East-India ships; in such a case, it will be in the

power of the Company to arm some of their own vessels with sufficient force to be a safeguard to the rest; and added to this, there must always be a number of large ships in the river for the business of the Company, which may be immediately armed upon any sudden emergency, when the Royal navy may, perhaps, be elsewhere employed; so that they may possibly be found a resource of safety to this kingdom, as well as to the Company's settlements in India.

Upon the whole, a measure of this kind opens so wide a prospect of advantage on all sides, except to the shipping party, who have got into possession of the carriage of the Company's investments, at whatever price they please to impose, that I should think it almost impossible for any other men in their senses not to embrace it; nor can I perceive one rational objection to its being immediately adopted by the Company. The profits that must arise from it are demonstrable; and the trifling objection that may possibly be made to the Company's building ships of so large a size, on account of its lessening the quantity of large timber for the navy, can be of no weight, when it is considered, that it will always be most prudent and profitable for the Company to have the greater part of their shipping built at Bombay and Surat, where ships of any size may be built, and where teak wood, which is better timber for the purpose than oak,
may

may be had in plenty, and the ships also built under the inspection of the proper officers of the Company, and at much less expence than they can possibly be built for in England. I must, therefore, most heartily approve the measure, and applaud the wisdom of the Directors, who have taken the business, in this shape, under their consideration; and can hardly imagine it possible to meet with any opposition, except by the shipping party; but if, by their usual management, they should happen to succeed at the India-House, the Proprietors may be always certain of finding relief, by a proper application to Parliament, from whom they can hardly fail of obtaining very effectual redress on this, or any such flagrant injury.

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